

FLOW-CONTROLLED WIND ROTOR

[0001] The invention concerns a flow-controlled wind rotor adjustable by a wind vane and having a vertical axis of rotation and rotating blades revolving around the axis.

[0002] [Description of the Prior Art]

[0003] Wind rotors with vertical rotation axes are known in the art as Savonius rotors, Darrieux rotors, vertical dual rotors, or Jackson rotors. Jackson rotors have not only a vertical axis, but comprise also blade-like plates, revolving around the vertical axis and simultaneously turning around their own axis by 180°.

[0004] Based on the design of Jackson rotors, solutions have been developed and described, e.g., in specifications of German Patents DE 198 47 469 A, DE 81 119 10 U1 and DE 39 18 184 A1.

[0005] The invention disclosed in DE 30 18 211 C2 has a design similar to that of a Darrieux rotor. This rotor includes, however, blades having only a limited movement. The efficiency of Darrieux rotors is low. They require strong winds and frequently an auxiliary starter.

[0006] Wind motors most commonly-used in practice employ rotors having a horizontal axis of rotation and propeller-like blades rotating around that axis.

[0007] Rotor blades working based on this principle are much flatter at the outside than near the axis of rotation. They use as little as 16 to 27 % of the theoretically-available wind energy. A support tower for wind rotors which revolve around a horizontal axis must be higher than for rotors revolving around a vertical axis of rotation. The blades working like a propeller move unevenly to the wind flow along their entire length. They are slower near the axis than at the edges of the blades. This results in considerable noise and a poor use of the working area of the blade.

[0008] In the specification DD 232 959 A1 described is a rotor for wind motors having a vertical axis, wherein an unsymmetrical design has been used allowing for automatic or forced adjustments of the angles of attack at any time during operation

so that the aerodynamic forces constantly change to keep the direction of rotation invariant. With the increase of wind power and the change of the angles of attack of the rotor blades, the number of revolutions will decrease, and aerodynamic forces will drop to around zero. The blades of this wind motor are on one hand fixedly interconnected by means of gears and timing belts, on the other hand, however, are freely movable to allow them to adjust, with their special aerodynamic profile, automatically and optimally to the direction of the wind. Still, it is not discernable how the basic orientation of the rotor blades can change to follow the direction of the wind so as to enable the wind motor to start automatically.

[0009] [Objective of the Invention]

[0010] An objective of the invention is to create a flow-controlled rotor with a vertical axis of rotation, using the power of wind aerodynamically and most efficiently, having a relatively simple control mechanism, and being adjustable and controllable by means of a wind vane.

[0011] This objective has been accomplished with features of claim 1. Further embodiments and beneficial improvements are the subjects of the other claims.

[0012] The rotor is used to drive a wind motor and comprises one or more blades rotating around a central vertical axis of rotation, which are oriented parallel to the vertical axis, linked by crossbars, and freely rotatable. The blades have a full-length symmetric and aerodynamic cross-sectional profile and are adjustable to the wind direction by means of a wind vane.

[0013] The blades are controlled at each point of their trajectory of movement around the central vertical axis of rotation by a primary and a secondary control mechanisms in a way so that they are powered by a stream of air (wind) with the greatest aerodynamic efficiency.

[0014] The primary control mechanism orients the profile of the crossbar-disposed blade(s) in the direction of the wind at each point of the trajectory around the central vertical axis as controlled by the wind vane, and the secondary control mechanism orients the crossbar-disposed blade(s) to the wind with their longitudinal axes depending on the angle of rotation of the crossbars with respect to the wind vane and the speed of rotation of the crossbars at each point of the trajectory around the central

vertical axis of rotation, so that the blade(s) produce an optimum aerodynamic force at each point of the trajectory.

[0015] The secondary control mechanism is thereby subordinate to the primary control mechanism, which controls the basic alignment to the direction of the wind.

[0016] To produce a continuous torque, the profile of the rotor's blades is always so oriented to the wind direction during the path of rotation around the vertical axis so as to attain the optimal uplift pressure, with the pitch angle being adjusted to the direction of the wind plus or minus a certain degree depending on the angle of rotation.

[0017] Wind motors may be placed on a tower, a building or in areas of advantageous wind flow.

[0018] The invention features may be analogically applied to a water turbine, wherein the torque is hydrodynamically produced to the direction of rotation.

[0019] **[Examples]**

[0020] The invention is explained hereinbelow more closely in its preferred embodiments on the basis of the drawings.

[0021] It shows:

[0022] **Fig. 1** An isometric overview of the wind motor with a flow-controlled rotor,

[0023] **Fig. 2** An illustration of the proper shape of control mechanisms for blade alignment,

[0024] **Fig. 3** A schematic illustration of the blade control depending on the angle of rotation in two selected positions.

[0025] The wind motor in **Fig. 1** comprises of a tower **2**, with a wind rotor **1** rotationally disposed on the main bearing **5**. The wind rotor **1** comprises three blades **3** rotating around a central vertical axis **4**, the blades being parallel to the vertical axis **4** and connected by crossbars **6**. The blades **3** are disposed freely rotatably in the bearings **7** at the ends of the crossbars **6**. The blades **3** revolve firstly with the crossbars **6** around the central vertical axis of rotation **4**, and secondly around

themselves in the bearings **7** at the ends of the crossbeams **6**. The blades **3** exhibit in their cross-section at their full length a symmetric aerodynamic profile **8** similar to that of the wing area of a plane.

[0026] A wind vane **9** for detecting the direction of the wind **10** is disposed concentrically on the central axis **4** in the main bearing **5** on the tower **2**.

[0027] The blades **3** controlled by the primary and secondary control mechanisms **11** and **12** revolve with their bearings **7** around the vertical axis **4** on a circular trajectory **13** so that the blade profiles **8** are always oriented parallel to the direction of the wind **10** plus or minus a certain amount for an optimal pitch angle with respect to the direction of the wind as reported by the wind vane **9**.

[0028] The proper shape of the control mechanisms **11** and **12** for aligning the blades of the wind rotor **3** is shown in **Fig. 2**.

[0029] On the tower **2** of the wind motor disposed is the wind rotor **1** being rotatable around the central vertical axis **4** by means of the main bearing **5**.

[0030] In front of the main bearing **5** of the wind motor rotor **1** is a crossbar **6**, shortened in the surface of the drawing, and a second crossbar **6** marked leaning to the back.

[0031] Inside the bushing of the main bearing **5**, there is a wind vane **9** with a three-leveled groove pulley **14** disposed concentrically with respect to the main bearing **5** being independent therefrom. From each level of the groove pulley **14** leads a v-belt along each of the crossbars **6** to the blade **3**. This v-belt drive **14** comprises the first control mechanism **11** which aligns the blades **3** at each point of their trajectory **13** parallel to the wind vane **9**. The blade bearings **7** of each of the blades **3** are for this reason fastened to the crossbars **6** each at a different height.

[0032] Inside each of the blade bearings **7**, there is a stepping engine **15**, which, acting as the secondary control mechanism **12**, shifts via a worm gear each blade **3** to a certain positive or negative extent with respect to the direction parallel to the wind vane **9** so as to attain an optimal angle of wind attack.

[0033] The primary control mechanism **11** aligns the blades **3** with their profiles **8** by means of the wind vane **9** along the direction of the wind **10** at each point along the blades' trajectory around the central vertical axis of rotation **4**.

[0034] To execute the two independent rotational movements in the blade bearings **7**, the blade bearings comprise also two concentrically-disposed and independently-rotating bearing bushings.

[0035] The secondary control mechanism **12**, dependent on the primary control mechanism **11**, aligns each blade **3** disposed on its crossbar **6** with the wind **10** at each point of trajectory **13** around the central horizontal axis **4**, so that depending on the angle of rotation of each crossbar **6** with respect to the wind vane **9**, each blade **3** is aligned with the longitudinal axis of its profile **8** at each point of its trajectory **13** so as to produce an optimum aerodynamic force.

[0036] Besides, the blades **3** are aligned to the wind based on the rotation velocity of the crossbars **6**, which changes with the wind velocity **10**, in a way that keeps the rotation velocity approximately constant and prevents the overload of the engine.

[0037] **Fig. 3** shows schematically the control of blades **3** dependent on their angle of rotation in two selected positions **3** and **3'** of their trajectory **13** around the vertical axis of rotation **4**. The work angles of the blade profiles **8** are different from one another and depend on each point of their trajectory **13**, and can assume both negative and positive values with respect to the direction of the wind **10**, which produces the wind force F_w , so that the propulsion F_A at each rotation angle of the blade **3** fluctuates continually between negative and positive values, so that the resultant force F_T always assumes the positive values in the direction of rotation.

List of Reference Numbers

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| 1 | Wind rotor |
| 2 | Tower |
| 3 | Rotor blade |
| 4 | Central vertical axis |
| 5 | Central main bearing |
| 6 | Horizontal crossbars |
| 7 | Blade bearing |
| 8 | Symmetric aerodynamic profile |
| 9 | Wind vane |
| 10 | Wind direction |
| 11 | Primary control mechanism |
| 12 | Secondary control mechanism |
| 13 | Circular trajectory of the blade |
| 14 | Groove pulley |
| 15 | Stepping engine |